

(Last updates/changes are in blue)

MEMORANDUM FOR SEE DISTRIBUTION

FROM: HQ AFCESA/CEO
139 Barnes Drive Suite 1
Tyndall AFB FL 32403-5319

SUBJECT: Minutes of the 2001 Command CE Vehicle Managers' Workshop

1. Attached are the minutes from the Command CE Vehicle Managers' Workshop held at the 10 CEG, United States Air Force Academy, Colorado Springs CO, 27-29 Mar 01. The workshop focused on MAJCOM-selected topics concerning CE vehicle and equipment issues. Following discussions, and with MAJCOM majority consensus, action items were generated to effectively develop or change processes to better support field operations. Your participation and support are required to complete these action items.

2. This year's 100% participation by MAJCOMs and the outstanding support from the Academy made the workshop a resounding success. To ensure continued success, your support in the resolution of the established action items is required. We can make a positive difference.

LANCE C. BRENDDEL, Colonel, USAF
Director of Operations Support

Attachment:
Workshop Minutes, w/2 Atchs

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cc:
201 RHF/LGTM
WR-ALC/LESVG

MINUTES OF THE 2001 COMMAND CE VEHICLE MANAGERS' WORKSHOP

1. Attendees: (See attachment 1)
2. Col Borges, 10 CEG Commander, welcomed the group to the Academy. He stressed the critical need for vehicles within the CE community and the important role they play in mission accomplishment. He offered all resources available to the attendees while at the Academy in meeting the goals of the workshop.

a. New Action Items:

- (1) ACTION ITEM #01-01. Develop guidance to assist MAJCOM vehicle managers to better define/identify vehicle requirements.

In response to HQ AFCESA/CEO's IVMP memo, HQ USAF/ILEXO and HQ AFCESA/CEOM have agreed to develop guidance/strategy for MAJCOM/CE vehicle managers in preparation for providing input into vehicle requirements as a result of the recent decentralization of vehicle procurement funds. Strategy will include timeline, funding bogies, and other justification in an effort to elevate CE vehicle buy priorities. Justification will include efforts for vehicle status in SORTS or other methods, other functional support (airfield managers), and state of the entire Air Force CE vehicle fleet. Guidance will address obtaining feedback on status of purchases, low vehicle utilization rates (compare to tool boxes), methods to increase funding, and restoring the Vehicle Authorization Utilization Board (VAUB), as well as using Heavy Equipment Procurement Program (HEPP) to assist in determining vehicle specification purchasing options.

OPR: HQ USAF/ILEXO
OCR: HQ AFCESA/CEOM
ECD: Mar 02

STATUS (as of 16/06/01) OPEN. No change

- (2) ACTION ITEM #01-02. Develop a method/avenue to integrate vehicle issues into the CE corporate structure.

The working group recognized a problem that vehicle issues were not receiving enough visibility in the CE corporate structure. The issue was compared to how readiness, training, and education issues are elevated to the corporate structure through the Civil Engineer Readiness Council and the Program Review Committee. An option for consideration includes incorporating vehicle issues through AFCESA to the CE Worldwide conferences.

OPR: HQ USAF/ILEXO
OCR: HQ AFCESA/CEOM
ECD: Mar 02

STATUS (as of 16/06/01) OPEN. No change

- (3) ACTION ITEM #01-03. Determine impact on CE modernization efforts as HQ USAF/ILTV reduces MEEP manpower positions from 12 to 6/7 positions and consolidates the

MEEP program at Langley AFB VA. Ensure position description (PD) best demonstrates CE needs and selection is made by CE.

(a) The group was briefed concerning the possible addition of a technically qualified CE position to Transportation's MEEP program at Langley. In addition to expressing concerns about the location of the slot, HQ AFCESA/Langley, the PD controlling these duties should be closely scrutinized. It was clear from the discussions that this position should be someone hired by CE and have a vast CE knowledge, not a prior Transportation background.

(b) The group tasked HQ USAF/ILEXO to ensure AFCESA and interested MAJCOMs have an opportunity to review and comment on the final PD.

OPR: HQ USAF/ILEXO

OCR: HQ AFCESA/CEOM

All MAJCOMs

ECD: 30 days after generation of draft PD

(4) ACTION ITEM #01-04. Create an additional option in Allowance Standard (AS)-019 under National Stock Number (NSN) 3825-01-107-2438 to allow for either the current multipurpose sweeper or a 100% dedicated street sweeper under the Basis of Issue of one per base for streets and parking lots.

(a) All MAJCOMs agreed there was a need for a sweeper to be added to the system that had the capability of picking up heavy debris and additional maneuvering agility required in parking lots and close quarters. The candidate selected was the Tennant 830, NSN 3825-01-429-1069. The WR-ALC Commercial Item Description # is A-A-58056, dated 1 Apr 96.

(b) HQ AFCESA/CEOM requested by a memo dated 19 Apr 01 that HQ USAF/ILTV/ILSR coordinate our requested change with all MAJCOM/LGTVs and provide WR-ALC/LETA with final directions in line with the MAJCOM decision/position. HQ AFCESA will monitor and report final action by WR-ALC/LETA.

OPR: HQ AFCESA/CEOM

OCR: WR-ALC/LESVG

ECD: Aug 01

STATUS (as of 16/06/01) OPEN. A memo was sent to HQ USAF/ILTV on 19 Apr 01 requesting NSN 3825-01-429-1069, Commercial Item Description #A-A-58056, be placed in Allowance Standard AS-019 as an "either or" to NSN 3825-01-107-2438 for one each street sweeping allowance. This action will give a base the option to select the Tennant 830 in lieu of a multi-purpose TYMCO. This office will notify all MAJCOM/CEOs when HQ USAF/ILTV approves the requested change and WR-ALC/LETA publishing the change.

(5) ACTION ITEM #01-05. Migrate the current IWIMS Vehicle Management Program to ACES.

(a) Currently, IWIMS contains a vehicle program designed to assist the VCO/VCNCOs in managing the CE vehicle fleet. ACES will soon replace IWIMS and the question was raised, should this vehicle management program be updated and moved from IWIMS to ACES? A

quick survey of the MAJCOMs indicated the majority was not currently using the program. This made it necessary to survey the bases to check the level of usage there. The first objective is to determine if the program is being used and is it needed?

(b) CE data in IWIMS is input manually while the same data is maintained at Transportation's Vehicle Maintenance Branch under a program called On-Line Vehicle Interactive Management System (OLVIMS). Maintenance data is used to validate IWIMS data, so why was it necessary to keep two separate packages of data when one can be easily electronically accessed and data reports designed to meet CE needs? The group agreed OLVIMS would be used should the program be required in ACES.

(c) Discussions led to several taskings. They were:

(1) Suspense MAJCOMs (30-day turnaround) to query their bases concerning their awareness of the current program and to validate its need.

(2) At the same time, suspense MAJCOMs to query their bases to identify program content. HQ AFCESA/CEOM will provide the current program's content containing an explanation of each data field and a program worksheet that allows bases to select/deselect the data fields necessary for the program. Blank data entries will be available for bases to identify new data fields.

(3) The results of this survey will generate the basic information, plus any new data fields, needed for the new ACES vehicle management program. Survey data indicating there is no further requirement for this program will be provided to the ACES working group for documentation.

OPR: HQ AFCESA/CEOM

OCR: ALL MAJCOMs

ECD: Sep 01

STATUS (as of 16/06/01) OPEN. Draft survey letter is in review/coordination.

(6) ACTION ITEM #01-06. Provide direction to MAJCOMs for receipt of the Allowance Standard Retrieval System (ASRS) CD-ROM.

(a) A valuable tool for the VCNCO/VCO, as well as the MAJCOM vehicle managers, is the CD containing all the vehicle, equipment, and tools allowance standards currently used by CE. Examples are:

(1) AS-464 - Civil Engineering Operational Flight Support Equipment.

(2) AS-429 - Civil Engineer Squadron Heavy Repair (RED HORSE) and Prime BEEF, and Prime RIBS teams, Silver Flag Regional Home Station Training Site (ANG), Regional Equipment Operators Training Site (REOTS) (ANG), RRR Mini Training (ANG), AMWC Warfare Center (AMC) Enroute Support.

(b) MAJCOMs requested that HQ AFCESA/CEOM provide guidance as to how bases and MAJCOMs get on distribution for this CD.

OPR: HQ AFCESA/CEOM
ECD: Jun 01

STATUS (as of 16/06/01) CLOSED. Letter dated 16 Apr 01 provided directions for receiving distribution of the CD. In addition, these directions were placed on the HQ AFCESA Vehicles/Equipment home page. This action closes this Action Item.

(7) ACTION ITEM #01-07. Conduct an AS-019 Review.

(a) AS-019 contains all the vehicle allowances a BCE should need to perform the CE mission at a normal or average base. Please keep in mind that each allowance has to be justified before it becomes a valid authorization and any additional requirement over and above these common allowances is requested using the Command Unique Allowance designator; i.e., AS-021 belongs to AFSPC and AS-022 belongs to USAFE.

(b) Members of the group indicated there is a growing concern that some of the allowances may not be meeting the needs of the BCE. Since AS-019 has not been reviewed in over 10 years, MAJCOMs indicated a review was in order. After a short discussion, it was agreed a review would be conducted only if a survey of the bases indicated changes were required. HQ AFCESA will request MAJCOMs to query their bases to validate the need for a review. On 2 Apr 01, HQ AFCESA sent out copies of the ASRS to the MAJCOMs for distribution to the bases to assist in the determination. In addition, it was decided certain elements of the standard would not be considered for review (all readiness standards, Fire, EOD, the Operation's "single BOI," and snow removal). Snow removal is in the middle of a vast upgrade, and exact performance capabilities of the new units are not yet validated.

OPR: HQ AFCESA/CEOM
OCR: ALL MAJCOMs
ECD: Dec 01

STATUS (as of 16/06/01) OPEN. A letter dated 23 May 01 was sent to MAJCOMs starting the AS-019 review. In addition, on 3 Apr 01, each MAJCOM was sent a copy of the Allowance Standard Retrieval System CD-ROM. An electronic copy was e-mailed to each MAJCOM on 23 May 01. MAJCOMs were given a suspense of 15 Jul 01 for completing the review. If changes are recommended, HQ AFCESA will convene a meeting with all MAJCOM vehicle managers to work the final recommendations.

(8) ACTION ITEM #01-08. Determine sewer cleaner configuration requirements.

(a) Currently, the high pressure, truck-mounted sewer cleaners come in two configurations. NSN 2320-00-196-0811 is without suction capability while NSN2320-01-372-1823 is equipped with high pressure, as well as suction capability.

(b) The question was raised why would a high-pressure cleaner be used to clear a block in a sewer line when it did not have the suction capability to remove the clogging materials from the manhole prior to it passing into the next section of sewer line? Based on its single

capability, it was recommended the cleaner without suction be removed from the AS to prevent an inadvertent ordering for a machine half capable of doing the cleaning.

(c) The group recommended HQ AFCESA/CEOM request MAJCOMs to query the bases to determine if there is a need for NSN 2320-00-196-0811, sewer cleaner w/o suction capability. HQ AFCESA/CEOM concurred and a letter of request was written, dated 23 Apr 01, requesting MAJCOMs to query their bases as to the need for the NSN identified above. A return suspense of 31 May 01 was given. If NSN 2320-00-196-0811 is not required, HQ AFCESA will request HQ USAF/ILTV/ILSR remove this asset from the AS. A requirement for this asset will result in an e-mail to the MAJCOMs indicating the need for this NSN, and since no further action is required, this action item will be closed.

OPR: HQ AFCESA/CEOM

OCR: ALL MAJCOMs

ECD: Aug 01

STATUS (as of 16/06/01) CLOSED. Enough comments have been received to conclude that NSN 2320-00-196-0811 is preferred at some locations. No action will be taken to remove this asset from Allowance Standard AS-019. As indicated in paragraph (c), an e-mail was sent to all MAJCOMs on 6 Jun 01 informing them that a need still existed and the item would remain in the AS. This action item is closed.

b. Briefing(s):

(1) Management Equipment Evaluation Program (MEEP)

BRIEFER: MSgt Waldlena Schmidt, MEEP monitor

MSgt Schmidt briefed the history and purpose of the program, what the program had to offer, and how the program bridged the gap between the AF and private sector. She went through the steps necessary to start a MEEP project, giving the locations of the current managers and monitors. After the briefing, discussions indicated that all MAJCOMs showed a lot of interest in the program and wanted to see it continue. The main topic of discussion was the consolidation of the program. Chief Colburn was the CE representative on the consolidation TIGER TEAM, held 27 Nov - 1 Dec 00, and he back-briefed the MAJCOMs. All the MAJCOMs got involved and initiated an ACTION ITEM #01-03--determine the impact on CE modernization efforts as HQ USAF/ILTV reduces MEEP manpower positions from 12 to 6/7 positions and consolidate the MEEP at Langley AFB VA, and ensure the PD best demonstrates CE needs and that a selection is made by CE.

(2) Snow and Ice Control

BRIEFER: SMSgt David (Clyde) Young, HQ AFCESA/CEOM (*The snowman*)

(a) SMSgt Young briefed the first-year-use of the high-speed reversible snowplow, dedicated snow broom truck, and the Snow and Ice Control (SNIC) system. He discussed AS-109 issues and presented information on the SNIC manufacturer's new technology called Smart Airport.

(b) All vehicle managers were receptive of the snowplow performance data presented on the high-speed reversible snowplow with early data showing a 40% increase in efficiency.

(c) There were concerns about the increased price for the new snow broom truck since current-year allocations were based on dump truck broom costs, which caused a shortfall of approximately \$150K per truck. Sgt Young explained the new truck is now listed in AS-019, replacing the dump broom and the new truck price will be reflected on future priority buys. The group was reminded that purchasing broom heads for the MP3 trucks could also save money.

(d) The allowance standards in AS-019 concerning the numbers and types of snow removal vehicles required were identified for possible review due to improved efficiency of new equipment. The group agreed a reduction in authorizations is very plausible, but we should wait for at least one more snow season to gather sufficient data to determine appropriate reductions.

(e) The results of the first year's use of the SNIC system was briefed with very favorable comments from most users. The SNIC system lived up to its billet of being an effective tool on when, where, and how much chemicals to apply during deicing operations. Some bases were experiencing minor problems but had excellent support from the manufacturer. Sgt Young explained how some of the problems were basically from the learning curve of taking a mammoth step in technology (going from antiquated operations to high-tech precision equipment).

(f) Sgt Young explained the concept of the Smart Airport, how the SNIC system is a component of the Smart Airport, and with a minor addition of software and equipment, SNIC could be transformed into Summer Ops. Summer Ops has the ability to identify, display, and log airfield maintenance concerns. With the use of video streaming, voice over-dub, GPS, and an internet link, airfield conditions can be quickly assessed and identified--information can be instantly display worldwide on an internet link. The potential uses of the system were discussed such as airfield damage assessment during exercises and contingencies, the monitoring of rubber build-up, and the ability to create a very accurate maintenance log and airfield condition data bank. At last contact, the manufacturer seemed interested in the potential of working a test base through MEEP.

(3) Caterpillar - Federal Products Rent Lease Program.

BRIEFER: Mr. Robert Burnett, Account Manager for Caterpillar's Defense & Federal Products Division

Mr. Burnett briefed the Caterpillar's corporate structure and the products they provide. He indicated they have over 129 manufacturing plants, 52 regional parts distribution centers, 220 dealers, and 1,844 branch stores that provide machines, product support, and parts within 24 hours on a worldwide basis. Although defense and federal products are new to the federal lease and rental, working with the dealer organization and third-party leasing companies, Caterpillar can provide lease/rental programs to the Air Force that the commercial market place has found so beneficial in reducing their overall equipment ownership and operating costs. His main emphasis was placed on customer service, and he challenged the audience to let their needs be known. CAT is prepared to meet them.

(4) Multiple Award Schedules or Customer Value Contracts.

BRIEFER: Ms. Patricia Lerman, Defense Supply Center, Philadelphia (DSCP) - HEPP Manager. Assisted by Ms. Denise Sbarra - Commodity Business Specialist

(a) Ms. Lerman briefed the mission of DSCP with the bottom line being total customer support and satisfaction. She briefed that many changes to the Federal Acquisition Regulation in recent years have brought about major improvements in the acquisition process; one important change being the cheapest bidder is not necessarily the winning bidder. These new changes also allow for trade-in considerations; considerations for special features of one item not provided by a comparable item, which are required in effective program performance; the probable life of the item selected as compared to that of a comparable item; warranty considerations; and maintenance availability.

(b) Ms. Lerman also stated that all manufacturers willing to participate in the HEPP are/ or will be on schedules with renewals at each term expiration. She pointed out all customers of DSCP have the same options available to them as the commercial sector and passed out brochures with points of contacts for different commodities procured through the HEPP. The group was very interested in knowing that any DoD activity could purchase directly from DSCP and the "color of money" was not relevant. This is currently against AF policy as WR-ALC is the central procurement activity for vehicles within the AF.

(5) **Discussion Topics:** All discussion topics were covered as Action Items, in briefings, or dropped for a lack of majority MAJCOM support. The next workshop is scheduled to be held in conjunction with the world's largest equipment exposition, CONEXPO-CON AGG 2002, to be held in Las Vegas NV, 19-23 Mar 02. The workshop is tentatively set for 25-28 Mar 02 with HQ ACC coordinating the meeting location and host activity.

3. Please contact Mr. Dave Wagner, HQ AFCESA/CEOM, DSN 523-6388, for any questions.

DAVE WAGNER
Equipment Specialist

Attachments:

1. Attendees
2. Old Action Items

Attachment 1

ATTENDANCE LIST

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Attachment 2

OLD ACTION ITEMS (AI):

(All CLOSED action items will be removed from future minutes/updates.) Deleted during this update are:

1. ACTION ITEM #00-02. From Action Item #00-01, establish procedures to present BCE vehicle issues to the Readiness Panel.
2. ACTION ITEM #00-03. Explore the feasibility of converting certain vehicle types to equipment items, allowing their purchase by the BCE with other than 3080 dollars.
3. ACTION ITEM #00-04. Provide definitive guidance regarding relationship of current allowance standards with Most Effective Operations (MEO) contract bid packages.
4. ACTION ITEM #98-001. Single Basis of Issue (BOI) for Operations Flight.
5. ACTION ITEM #98-002 CE Vehicle Acquisition Support.
6. ACTION ITEM #99-001 Supplemental VCO/VCNCO Training.

ACTION ITEM #00-01. Develop integrated vehicle management plan (IVMP) for fixing shortfalls in the acquisition of vehicles and equipment for the BCE, RED HORSE, and EOD.

(a) Representatives at the Vehicle Managers' Workshop acknowledged the vehicle priority buy program is not funded to the level required to maintain the fleet, and the current 12-year "get well" funding projection falls short of its expected goal to have the fleet within 85% of operational status. In addition to low funding, CEs receive less than their fare share of the current budget, leaving some of its high priority assets non-parts supportable. To ensure the best use of available funding, the Air Force is looking into an alternative means of providing the necessary vehicles and equipment through privatization, leasing, and renting. One additional option discussed was the consolidation of all CE requirements (i.e., base maintenance, RED HORSE, EOD, Readiness, and Fire Protection). Later discussions indicated that Fire Protection assets would be removed from this integration due to Air Staff actions to separate them from the vehicle priority buy program. Once the remaining activities were consolidated and prioritized, one focal point (senior CE leadership) could better represent and defend the entire community. It was suggested that better representation of all CE priority needs could possibly add resources towards improving our readiness as well as our operational posture.

(b) The MAJCOM representatives requested an integrated vehicle management plan for identifying and fixing critical shortfalls in the acquisition of vehicles and equipment for the CE community be developed. Plan would include requirements from RED HORSE, EOD, Readiness, and base maintenance.

OPR: HQ AFCESA/CEOM/CEXD/CEXR
OCR: HQ USAF/ILEXO
ECD: Dec 00

CURRENT STATUS: The IVMP was completed and the recommendations developed supporting the plan were submitted to HQ USAF/ILEX on 15 Mar 01 for action. During this workshop, HQ USAF/ILEXO stated that HQ USAF/ILEX would reply to the IVMP recommendations by letter and provide guidance for the MAJCOMs to better highlight their

vehicle needs to the Wing Commanders. Both the IVMP and the recommendations were previously mailed to all MAJCOMs. Anyone needing additional copies can contact HQ AFCESA/CEOM, DSN 523-6388.

OPR: HQ USAF/ILEXO
OCR: HQ AFCESA/CEOM
ECD: Jul 01

STATUS (as of 16/06/01) OPEN. No change